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New Wash Suits

One-Third to One-Half Less Than Value.

Shirt-Waist Suits, Long Dresses, Bolero and Eton Suits, in fine Lawns, Linens and Madras Cloths.

Light weight and medium weight garments, one-third to one-half their usual prices.

Our Suit buyer was in New York while one of the largest manufacturing houses was taking inventory.

We made the manufacturer an offer for several hundred of this season's best Suits, which was accepted. Fifteen different styles in the assortment.

The values offered range from \$12.50 to \$29.50. We've divided the Suits into three lots, as follows:

\$6.75

\$8.98

\$11.75

for Suits that are worth \$12.50.

for Suits worth up to \$17.50.

for Suits worth up to \$29.50.

The sale begins this morning, and we'd advise early shopping during the warm weather.

Slight charges made for any needed alterations. No Suits sent C. O. D.

DRY FIGURES IN DULL INQUIRY

Comptroller A. H. Plant Spends Another Day as Southern Railway's Witness.

SESSION HAD NO FEATURE

Southern May Finish This Week, Though This is Doubtful Now.

The introduction of a great mass of dry figures by Comptroller A. H. Plant, of the Southern Railway, occupied all yesterday in the rate hearing matter before the State Corporation Commission, and the witness will continue his direct testimony at 11 o'clock to-day.

The Southern will probably get through this week, but long drawn out cross-examinations of all their witnesses are expected by Messrs. Braxton and Anderson, who are representing the State. Of course, the figures submitted by Mr. Plant are highly pertinent to the inquiry, and their compilation, along with his explanations, show great ability, but the absence of brushes between counsel and of objections to testimony made the day a dull one for the laymen present.

It was 11:20 when the commission assembled. There was a good attendance of lawyers and railroad men, former Railroad Commissioner James C. Hill, of Scottsville, and Judge John D. Horsley, having been present for the first time during the hearing. Hon. Pembroke Pitt, of Fluvanna, and Mr. W. W. Old, Jr., of Norfolk, were also on hand. Mr. A. H. Plant, comptroller of the Southern, resumed the stand, and was further questioned by Mr. Thom.

Witness said it cost more to operate a local than a through train, and he went on to explain this difference much as had Mr. Spencer last week, referring to the additional men, switching, stopping, starting, etc., required by local trains.

More Than Five Times.

He submitted that upon calculations, he had made he found that a through freight could do more than five times as much work as a local.

Following this up, witness gave it as his opinion that in order to make up this difference, the rate for handling local freight in Virginia should be about five times as high as that charged for through freight. The prevailing characteristic, he thought, of intra-State business in Virginia was that it is carried on local trains. Witness thought that while it cost the Southern Railway 70 cents to earn a dollar, as an average on all its business on the entire system, the cost of earning a dollar on intra-State business in Virginia was 80 or 90 cents. It was the policy of the Southern in appropriating freight revenues to branch lines to give them the same revenue proportionately as though they were owned and operated as independent roads. Mr. Plant illustrated his point by the Calverton branch, which is only eight miles long, and to which is added more than six times its mileage in revenues.

He had worked out the question of revenue for one month to the Calverton branch on this basis, and found that the road made only \$45, but was credited with about \$120. This was practically true of all the branch lines of the Southern Railway.

Mr. Plant said he had given a great deal of thought to the question of separating accurately the cost of doing a passenger business as compared with that of freight business, and had found it almost impossible.

The earnings from passenger trains, he thought, would average about fifty cents per passenger train mile. For passenger, mail and express per passenger train mile the average was about sixty-four cents.

Not Sufficient.

"Can you say," asked Mr. Thom, "whether the passenger earnings of the Southern in Virginia are sufficient to pay the expenses of conducting the passenger business?"

Witness was of opinion that the expenses of conducting the business were greater than the revenues derived therefrom. He gave these figures as gross revenues of his company from intra-State

traffic in Virginia in 1905:

Freight.....\$ 894,077.95

Passenger, mail, express and mail.....1,003,303.68

Total.....\$1,897,381.63

Witness made a great many deductions, showing items of revenue and of cost, many of which had been testified to by Mr. Spencer, the general manager of the road, and the results of which were designed to illustrate that the road is in no condition to stand any reduction of its revenues in rates and otherwise.

Mr. Thom asked the witness to give the capital account of the road for each year since its organization, and here they are:

At June 30, 1885.....\$ 85,512,300

At June 30, 1886.....103,492,300

At June 30, 1887.....106,371,500

At June 30, 1888.....114,056,000

At June 30, 1889.....125,440,300

At June 30, 1890.....130,922,400

At June 30, 1891.....150,138,900

At June 30, 1892.....155,304,500

At June 30, 1893.....174,952,421

At June 30, 1894.....189,216,300

At June 30, 1895.....192,657,300

Mileage of system year by year:

July 1, 1884.....\$2,012.29

July 1, 1885.....4,391.94

(including trackage rights).

July 1, 1886.....4,654.38

June 30, 1887.....4,827.22

June 30, 1888.....5,231.67

June 30, 1889.....5,958.68

June 30, 1890.....6,431.11

June 30, 1891.....6,728.85

June 30, 1892.....6,765.91

June 30, 1893.....7,136.42

June 30, 1894.....7,196.82

June 30, 1895.....7,195.32

Witness stated that the net revenues from intra-State business to his company for the year ending June 30, 1905, had been \$12,444.21. Asked by Mr. Thom if the proposed rates had been in vogue then, what would have been the difference, Mr. Plant said the reduction would have been \$5,410.20.

More Statistics.

Mr. Thom examined the witness at great length on the cost of doing intra-State business in Virginia, the line of this question being designed to show that the rates now charged are not sufficient to bring the company any considerable revenue.

Witness said the bonded indebtedness of his company January 30, 1905, was \$192,657,200, of which \$59,458.86 is applicable to Virginia properties. He followed up with the various items that constitute the amount, and showed how it was arrived at.

"The session of the commission was resumed at 3:30 o'clock, and Mr. Plant again took the stand and was questioned by Mr. Thom."

Witness was asked what was the annual interest charge apportionable to Virginia out of the amount of the bonded indebtedness applicable to Virginia, and he said it was \$18,530.52. He then explained the various items making up this amount and how he arrived at his result.

The mass of figures submitted all during the day by Mr. Plant were dry to the layman, but seemed to interest the lawyers and railroad officials, nearly all of whom made memoranda industriously, as he went on.

"What is the annual trackage and rental paid by the Southern in Virginia?" asked Mr. Thom, and the answer was "\$240,612."

At 4:50 o'clock Mr. Thom asked the witness if in view of his recent sickness he felt too weary to go on, and he answered in the negative.

Witness thought his road was being operated as economically as possible, both during and prior to this time.

"I feel that the expenses have been light, and the management as economical as they could possibly have been," he said.

Operating Expenses.

Q. "What percentage of the operating expenses was paid for labor in Virginia in the year ended June 30, 1905?"

A. "52.76 per cent."

Q. "What was the entire amount paid for labor and salaries on whole system in the same year?"

A. "\$2,666,642."

Many of these figures are contained in the printed answer of the Southern in rate cases and they are therefore known to many of the parties in interest.

Witness showed that the cost of earning a dollar on his road had increased in recent years, and he laid this to increases in the cost of labor, material, etc., and in operating expenses generally.

He said the rate on guano for twenty-one miles in 1878 had been four cents per ton per mile, and now it was 1.20 of a cent per ton per mile.

He said the average rate charged by his company in 1905 was 1.11 cents per ton per mile.

Witness pointed out that the expenses of conducting the business were greater than the revenues derived therefrom. He gave these figures as gross revenues of his company from intra-State

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